

1-14. (CANCELED)

15. (CURRENTLY AMENDED) A calibration method for testing the function of an electrohydraulically controlled automatic transmission upon a test bench by simulating a vehicle operation, comprising the steps of:

connecting an input shaft of the transmission with a driving source having preset rotational speeds and load ratios;

connecting an output shaft of the transmission with a stationary torque-measuring hub that is separate from the transmission and that is mounted to a fixed part of the test bench and blocking that blocks the output shaft; and

individually testing each of a plurality of shifting elements existing in the transmission wherein in succession to determine a characteristic quantify of each shifting element, including

actuating each shifting element is tested in a single test step being tested while others of the shifting elements remain closed and determining the characteristic quantity of the shifting element being tested upon detecting a slip of the shifting element or a decrease of a slip of the shifting element, including

providing an input rotational speed to the transmission to supply pressure-setting elements in the transmission with hydraulic pressure sufficient to actuate each shifting element being tested out of an opened condition to the extent necessary to determine, indicate and store a desired shifting element characteristic.

16. (CANCELED)

17. (CURRENTLY AMENDED) The method according to claim 15, further comprising the step of determining the desired shifting element characteristic quantity according to hysteresis of a current difference between opening and closing of the shifting element.

18. (CURRENTLY AMENDED) The method according to claim 15, further comprising the step of determining the desired shifting element characteristic quantity according to a slip rotational speed of the shifting element.

19. (CURRENTLY AMENDED) The method according to claim 15, further comprising the step of determining the desired shifting element characteristic quantity according to a torque transmitted to the torque measuring hub.

20. (CURRENTLY AMENDED) The method according to claim 15, further comprising the step of determining the desired shifting element characteristic quantity according to a time needed to shift a shifting element into positive engagement. ◆

21. (CANCELED)

22. (CURRENTLY AMENDED) A calibration method for testing the function of an electrohydraulically controlled automatic transmission upon a test bench ◆

simulating a vehicle operation, comprising the steps of: connecting an input shaft of the transmission with a driving source having preset rotational speeds and load ratios;

connecting an output shaft of the transmission with a separate stationary torque measuring hub that is separate from the transmission and that is mounted to a fixed part of the test bench and blocking blocks the output shaft; ◆

individually testing each of a plurality of shifting elements existing in the transmission individually and successively, wherein in succession to determine a characteristic quantify of each shifting element, including ◆

actuating each shifting element is tested in a single test step being tested while others of the shifting elements remain closed and determining the characteristic quantity of the shifting element being tested upon detecting a slip of the shifting element or a decrease of a slip of the shifting element, including ◆

providing an input rotational speed to the transmission to supply pressure-setting elements in the transmission with hydraulic pressure sufficient to actuate each shifting element being tested out of an opened condition to the extent necessary to determine, indicate and store a desired shifting element characteristic{+}, and ◆

maintaining each of the shifting elements in a closed condition after testing. ◆

23. (CANCELED)

24. (CURRENTLY AMENDED) The method according to claim 22, further comprising the step of determining the desired shifting element characteristic quantity according to hysteresis of a current difference between opening and closing of the shifting element. ◆

25. (CURRENTLY AMENDED) The method according to claim 22, further comprising the step of determining the desired shifting element characteristic quantity according to a slip rotational speed of the shifting element. ◆

26. (CURRENTLY AMENDED) The method according to claim 22, further comprising the step of determining the desired shifting element characteristic quantity according to a torque transmitted to the torque measuring hub. ◆

27. (CURRENTLY AMENDED) The method according to claim 22, further comprising the step of determining the desired shifting element characteristic quantity according to a time needed to shift a shifting element into positive engagement. ◆